

THE JERSEY HARBOUR.—During the past ten years, says the *Jersey Times*,—from which we condense the following particulars,—a large amount of quay-room and accommodation for increasing commerce has been added to the former quay and harbour of St. Helier. In 1841, the Island States sanctioned the formation of a new pier and harbour, the foundation-stone of which was laid on 29th September, 1841. This harbour was formed and completed in less than five years, and was named "Victoria Harbour." It adjoins the old harbour to the south, and contains an area of about 7 acres; having a line of quay (exclusive of beaching-place) of 460 yards, with a depth at its extreme end of 38 feet; at its upper end of 29 feet. The quay is 50 feet in breadth, and the promenade 13½ feet wide and 1,300 feet in length. The "Albert" pier and dock were commenced in March, 1847, to the north of "Victoria Harbour," and west of the old harbour. Its area is 30 acres. The upper or northern end can be formed into a wet-dock, with an area of 13 acres, and a depth of water of 34 to 28 feet, at spring-tide: its quay-wall has an extent of 960 yards. The road-way is of same dimensions as those of Victoria Pier, and has a similar promenade, extending its entire length. It is 1,155 yards, or three quarters of a mile, in length, forming, with the promenade of Victoria Harbour, a walk of 1,605 yards. The entire area of these new works is 30 acres. "Albert" Pier and works were completed in November, 1851, and all the roadways and approaches were finished on 13th March, 1852, at a cost little short of 200,000*l.*—at the exclusive charge of the Island. The width of the new harbour is 640 feet. The entire area of the new harbours is 1,800,000 square feet. The old harbours have quay-wall, including the English and French harbours, of 1,200 yards, and an area of 13 acres; the breadth of the harbour being less than 100 yards. The old south pier-head, since the construction of Victoria and Albert harbours, has been thrown back 100 feet, thus making the entrance more easy of access. The depth of water in the old harbour varies from 34 feet, at the south end, to 14 feet, at the upper end, and its quay-wall averages a height of 16 feet. Its quay-wall, seaward, is 40 feet in breadth. The materials used in building the new harbour were principally obtained in Jersey, from the granite quarries at St. John's and La Moie, and the filling materials from adjoining rocks. The engineers were Messrs. Walker and Burgess; the contractors Messrs. Le Gros, De Gruchy, and De La Mare; the superintending engineer, Mr. Thomson. These works employed 500 stone-cutters, masons, and labourers, mostly from Devonshire.

RAILWAY JOTTINGS.—The directors of the South-Western Railway, in order to encourage the erection of cheap suburban dwellings, have, it is understood, resolved to contract with persons building such houses in the vicinity of the line for the issue of residential tickets for any given number of years, the same to be transferred with the key of the house to the occupier, for the conveyance of himself and family.—The South-Western and South-Eastern Companies have entered into an arrangement to unite their lines on the south of the Thames, by a junction from Wandsworth to Croydon. It is also intended to erect a large station at Wandsworth, whence the new line, to be called, "The North and South-Western and Brighton and Dover Junction," will run into the London and Brighton line a short distance north of the present Croydon station. Should the Fleet Valley Central Terminus scheme be carried out, the companies will cross the river by one common line.—Our returns, says the *Railway Times* of a recent date, show a receipt for the week of 252,673*l.* 3*s.* on 6,495 miles, indicating an average of 38*l.* 18*s.* 9*d.* per mile. Last year, the 6,259 miles then opened produced the sum of 232,435*l.* giving an average of 37*l.* 2*s.* 8*d.* per mile; and showing a balance in favour of the present week of 1*l.* 15*s.* 4*d.* per mile. The gross traffic of the kingdom, as returned since the 1st of January last, amounts to 3,128,580*l.* received on 6,495 miles, and averaging 481*l.* 13*s.* 9*d.* per mile. In 1851, for a similar

period, the amount reached 2,907,658*l.* produced on 6,259 miles, or 464*l.* 11*s.* 1*d.* per mile. The balance in favour of the present half-year is 17*l.* 2*s.* 7*d.* per mile.—The *Bombay Telegraph* of 3rd March last announces that "the snorting of the iron horse has at last been heard on Indian ground. In other words, the steam locomotive (called *The Falkland*) recently imported by the contractors, Messrs. Faviell and Fowler, was tried on the line at Byculla, on 2nd February, and at present the engine is a 'nine days' wonder,' and all Bombay goes to see it."

THE INTEREST OF BIRMINGHAM IN IRON-TRADE PRICES.—A correspondent of the *Birmingham Journal* deprecates the tendency of local papers to cry up the price of iron at quarterly meetings. "Under my direction," he says, "is annually used from 12,000*l.* to 14,000*l.* worth wrought iron in bars, plates, and strips, all of which leave the works in a variety of useful forms, and of every-day utility. Now we will suppose an increase of 2*l.* per ton in the price of such iron as I use, which increase would cause me a loss of nearly 4,000*l.* per annum in the article of iron alone. What must be the consequence? I have to increase the selling price of my goods, and in doing so, I know, by experience, that course will diminish the sales and the number of people employed, increase poverty and pauperism, and swell the prison list. Does not this case apply to all the various trades where iron enters largely into the manufactures going on? Certainly it does. To go back to the high prices of iron would be placing an incubus on the march of improvement that so greatly distinguishes the present age, and the remedy for loss from the present low rates will not be found in making them higher. Such improvements may be effected in the manufacture of iron that the ironmasters would be able to sell lower than the present rates; and as an instance of what science and enterprise can perform, I may mention that during the present quarter (March), I received notice from the parties who supply me with iron that what I was then paying 6*l.* 5*s.* for, would be 6*l.* 2*s.* 6*d.* until the end of the quarter, and commence the April quarter with 6*l.* with the prospect of further reduction. A similar reduction took place in the other sorts of iron I am using: these men are among the most wealthy in the iron trade of South Staffordshire, and, I am happy to say, to be found zealously working for the ultimate triumph of science and truth over ignorance and error."

LORD CARLISLE'S LECTURES AND ADDRESSES IN AID OF POPULAR EDUCATION.—Many of our readers will be gratified to learn that these admirable lectures and addresses have been collected and published in a shilling part of the *Traveller's Library*. They comprise the well-known lectures on the poetry of Pope, and on the noble Earl's travels in America, as well as numerous addresses,—on the benefits conferred by education, the utility of mechanics' institutes and their position in Yorkshire, the union of labour and intellectual attainments, the improvement and development of the intellect, the Great Exhibition, and other topics, and are highly capable of pleasing and instructing the mind of the reader, whoever he may be. They are written by one whom we respect as one of the most advanced types and exemplifications of the enlightened gentleman of the nineteenth century.

THE ENGINEERS' DISPUTE.—The Amalgamated Operatives' Association have withdrawn their ill-advised circular, with the condition that the masters will withdraw the declaration to which it gave origin. This we hope the masters will do, and so at once put an end to this most distressing and disastrous dispute. Had the men taken the advice of their real friends in the outset, they might have still had, fructifying to some useful purpose, the 30,000*l.* in hard cash which they have literally thrown away in vain and idle attempts to upset necessary subordination; and even that large sum, positively and directly squandered as it has been, is as nothing to the actual loss additionally sustained both by men and by masters.

DRESSING STONE BY STEAM.—"We paid a visit yesterday," says a New York paper, "to the works of the Empire Stone-dressing Company. The stone (mainly brown, from the Portland quarries, near Middleton, Connecticut) is hoisted by steam-power directly from the vessel in which it reaches our city, lowered upon a tram-road, and drawn into the shop, where it is fastened on appropriate beds or carriages, and so drawn gradually under the cutters, which, in the most approved machines, are four, revolving in a circle, and cutting away the stone to the depth of an inch, or more if required, at the rate of about two cubic feet per minute. There are six machines employed in the Empire Works, and the number will, doubtless, be increased to twenty or thirty within a short time, as the demand for dressed building-stone is practically unlimited. Each machine will dress from 300 to 500 feet per day, according to the width of the blocks. After dressing, the stone is very speedily polished and finished off by a different machine, in which the chip or dust made by cutting is used as scouring sand."

TRAMWAYS.—Why should not "tram-roads" be generally adopted in great towns? That greatly diminished wear and tear would result is evident from the examples in use, and I think if we reflect upon the innumerable tons of merchandise which, under the present system, are dragged and jolted about, to the injury of waggons and horses, and the waste of time, we shall be forced to confess that an uniform arrangement of smooth and easy tramways is one of the wants of the times.—T. T. C.

DRAINAGE TENDERS.—I beg to hand you a list of tenders for the drainage of Hayles' Charity Estate, St. George's-road, Southwark, Mr. W. Rogers, architect.

Mutter	£545	3	6
J. Laughton and Co.	459	0	0
G. Greigson	340	0	0
J. Pope	335	0	0
Tb. Gardner	330	0	0
J. H. Brown	325	0	0
J. C. North	284	0	0
Willis and Davis	270	0	0
Radley and Rogers (accepted)	216	0	0

The work comprised 3,150 feet of 6 inch glazed pipe; 550 feet 9 inch glazed pipe; 309 single and double junctions; all the cesspools on the estate to empty and fill up, &c.; also to keep the work in repair twelve months.—R. S.

TENDERS FOR SEWERS.—For building 3,043 feet of half brick sewer, in Grove-road, Upper Holloway, for Mr. David Hughes. Mr. Tatlock, surveyor.

Detbick	£1,477	0	0
Hill	1,340	0	0
Murray	1,244	0	0
Carter	1,137	0	0
Greigson	1,083	0	0
Radley and Rogers	1,075	0	0
Humphreys and Thurst (accepted)	969	0	0
Beck	867	14	6
Langton and Wright	825	0	0

For brick and pipe sewers in James-street, Lisson-grove, for the Metropolitan Commissioners of Sewers:—

Hill	£480	0	0
Williams	433	0	0
Radley and Rogers	331	0	0
Humphreys and Thurst (accepted)	319	0	0

ROAD MAKERS' ESTIMATES.—The following tenders were delivered at Messrs. Habershon's office, on the 5th April, for making roads and sewers at Plaistow, Essex, for Mr. Riles:—

Greigson	£931
Termain	844
Hill	659
Murray	564
Thompson and Webb	524
Reid	476
Watson	468
North and Gardner	465
Rogers and Radley	462
Ward	454
Watts	446
Green	436
Beck	339